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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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THE STEEL SS. SPOKANE.

Captain Thomas Wilson's new steel steamship, the keel for which was laid February 28, will be launched at the Globe Iron shipyard on Saturday, the 5th inst., at half past two o'clock. The last boiler was put in Monday and the machinery is all ready.

The new steamer is 265 feet over all, 250 feet keel, 38 feet beam and 24 feet moulded depth. The steel plate forming her bottom and running up to the bilge is 11-16 to 9-16 inch thick, and 9-16 to ½ inch on the sides, the sheer strake being 10-16 of an inch thick, all from the Brittain Iron and Steel Company of Cleveland. The water bottom, which has heretofore been described in these columns, and which has made the Globe built boats so popular, has five athwartship bulkheads and a longitudinal keelson, three feet four inches deep, which answers as a longitudinal bulkhead, dividing the water bottom into six water-tight compartments, three on each side, the space on the fore side of the collision bulkhead forward making a separate compartment of itself—all together insuring a suitable trim for the vessel. There are three iron decks in the forward side of the collision bulkhead to serve the purpose of breast hooks, and if necessary to carry water ballast, and three tier of heavy stringers, independent of the decks, so that the fore end is well supported in case of accident or for running into ice, as Captain Wilson's boats are among the first to start out in the spring, and the last to lay up in the fall. There are three freight holds and six hatches. The bulwarks, which are carried well up, are of massive construction. The weather hatches, which are also constructed in the staunchest manner, are securely fastened against the sea. The crank and shaft forgings are the product of the Cleveland City Forge and Iron Company, as are also the stem and stern posts. She has a Globe steam steering gear, wheel and iron rudder, of the most approved style, and will carry three spars.

The model of the Spokane is in keeping with Captain Wilson's desire for beauty in his boats, carrying capacity being somewhat sacrificed to it, and the smoothness of finish and evenness in the iron plates, the uniformity of contour in the several strakes, around the bilge and the sheer, the well dressed rivet heads, and the evidence that they are riveted inside and out testify to the fact that the Globe Shipbuilding Company did not do their best work in constructing their first iron freight boats, the Onoko, William Chisholm, and J. H. Devereux, all of which, however, have gained popularity as large carriers, with good speed and firmness of build. The plate on the Spokane being of steel, of the same thickness as the above, it is presumed that she will be proportionately stronger. All in all, the new launch will make a magnificent addition to Captain Wilson's fine fleet. The machinery, duplicate of that in the Kasota, and built by the Globe Iron Works, is compound, the cylinders being 28 and 50 by 42 inch stroke. The steam making power consists of two steel boilers, 16 feet long by 8 feet 6 inches in diameter, also built by the Globe Iron Works.

The steam windlass is from the American Ship Windlass Company, of Providence, R. I. Unlike any steam capstan windlass in the market, it makes a direct attachment to the windlass without any counter-shaft, cross pieces, bearings, bevel gear or clutches intervening between the engines and the windlass, thus avoiding the chance of breakdown. To avoid any cutting of the worm and worm gear a patent lubricator is furnished, which will oil perfectly every tooth as it passes. The windlass is also provided with a balance wheel to counterbalance the weight of the cranks and pistons so as to make the engines run smoothly and still. The crank shaft is all forged in one piece, so that there are no keys in the cranks to get loose. The engines are placed close together and in the most accessible position to be taken care of, thus leaving the gypsey ends all clear and free to use, and without any chance to entangle the hawsers or injure same by the heat of the steam. Taken all in all, they are the most simple and durable steam windlasses ever made and the easiest to handle.

The carpenter and joiner work has been done by Mr. Parker in his usual neat and durable style. The fitout is from Upson, Walton & Company, and includes the Felthousen & Russel signal lamps, (Buffalo, N.Y.) which are acknowledged by all to be the best in the market. The cooking range is from the manufactory of F. & H. Born, of this city, and the rivets entering into the construction of the steamer by Borne & Knowles.

We will not tell to-day the cost of the new launch, but Captain John Lowe will be master and T. B. Kelley engineer.

Captain Thomas Wilson, as is his custom, has kept the name under the hat until she is launched, and our readers must have a little patience.

AROUND THE LAKES.

CLEVELAND.

The schooner J. E. Gilmour was libeled by Wm. Campbell for $17.16.

The tug American Eagle, Captain Dahlke, burned last season, and rebuilt, has been inspected and will class A1.

The propeller Ohio, while coming down the river Monday, ran into and sunk one of Captain Greenhalgh's lighters.

The claim of the Globe Iron Works against the tug Jesse for supplies furnished, amounting to $68.24, has been setted.

The inquiry for tonnage at this port continues good and rates firm on coal at 60c to Chicago and Racine. Coal is coming in slowly.

Engineer John Smith, of the George T. Hope, was in the city Saturday. The Hope went into drydock at Buffalo for a new wheel.

The H. A. Hawgood, a launch from Wheeler's yard at Bay City, was in port last week for the first time. She is a well built boat and tons 1212.71 net.

It is said that the propeller Nebraska has made the run from Buffalo to Duluth and return in ten days and twelve hours, including twenty hours delay at the Sault.

Engineer Mat Thomas, who has been seriously ill for a number of weeks, and who has been brought around again by Dr. J. F. Armstrong, will join his boat this week.

The fire on the tug W. D. Cushing destroyed her pilot house, and all furniture and fittings. Prompt action of her crew prevented total loss. The damage will reach $1,100. Survey was held Tuesday.

Our old friend Captain D. M. Becker, of the schooner Negaunee, ran the custom house at Marquette, where he took on ore after having cleared at Port Arthur for Cleveland. The price is $40. The captain got out of this port, however, before the fine was levied.

The propeller City of Cleveland, Captain James Stone, Engineer P. H. Doyle, with her consort, the schooner Ahira Cobb, left Chicago on her first trip April 29th, and discharged cargo of grain. She then came to Cleveland for fuel and cleared light for Escanaba, loaded ore for Ashtabula, thence to Cleveland for coal to Chicago; she cleared light from Chicago to Escanaba for ore to Ashtabula. She will leave Ashtabula with a cargo of coal on the 4th inst., which will make her fifth cargo for the season beside running up light one trip. This is a good showing for the management of Captain James Stone, and demonstrates that the City of Cleveland is not going to let any of the lake steamers walk on the tail of her coat this season, and with Engineer P. H. Doyle at the machinery there is no reason why this record should not be sustained to the end of the season.

The lumber barge Star of the North has gone to Bay City for repairs.

Captain Samuel L. Flint has gone mate of the steamer S. Chamberlain.

The tug Constitution, Captain Lundy, has cleared for the Sault, where she will engage in towing.

J. H. Webb, of the firm of Webb & Company, who has been suffering for many weeks is now out of danger and will speedily recover.

Mr. Allan Kirby, of the Detroit drydock Company, paid a visit to the Globe shipyard last week and looked over Captain Wilson's new steel steamer.

The propeller Smith Moore has made another quick trip, Lorain to Marquette, and return to Cleveland with 1500 tons of ore, in five days and fifteen hours.

The tug Paddy Murphy, the recent purchase of Presley & Arthur will go into commission at this port in harbor towing, with Captain Charles Stickney as master.

Moore & Bartow's new steamer James Pickands, towing a schooner, made the run from Cleveland to Detroit in the good time of twelve hours and thirty minutes.

The local inspectors were in Toledo and inspected the steamers Chief Justice Waite, B. Ingersen and Sigma; Wednesday they inspected the Constitution yesterday.

Recent charters show that freight rates rule firm and without material change, as follows: Coal Cleveland to Marquette 50c, to Duluth 50c, to Chicago 60c; ore Marquette to Ohio ports $1.15.

The propeller H. C. Schnoor, on her arrival at this port last week was libeled by Stout, Van Winkle & Company for the sum of $87,76. The claim was speedily settled and the libel dismissed.

The new steamer at Mr. Radcliffe's yard for H. J. Webb and others is now ready for her machinery and boilers. Her spars will be put in on Monday and if everything goes right she will be in the water by the 1st of July.

The steamer Pearl, as soon as placed on her route between Cleveland and Put-in-Bay to connect with the steamer Alaska, will give parties the opportunity of getting from Detroit to Cleveland by daylight and a pleasant route.

The schooner Eliza Gerlach, which was ashore on the head of the Beavers two weeks ago, is being repaired at Mr. Radcliffe's shipyard. She is getting all new plank sheer, stanchions and rail from aft to the fore rigging, at an expense of about $500.

A new yacht of peculiar construction made its appearance at Radcliffe's yard recently in a wagon. She was built and is owned by Mr. MacEachern and others and is 28 feet over all, 6 feet beam, 8 feet depth. She has no keel but her bottom is cased with sheet iron, in which ballast is stowed.

The schooner A. C. Maxwell, which lay on the beach near Collingwood all last winter, has been sold by the insurance company, J. J. Rardon wrecking agent, to Penoyer Bros. of Oscoda for $4,500. She was pumped out and raised yesterday and will go into Globe drydock for thorough repairs, after which she will go into the lumber trade.

During the week Presley & Arthur have furnished fuel to the steamers Republic, Atlantic, Rust, S. E. Sheldon, Buffalo, St. Louis, Northener, Selah Chamberlain, Arabia, Cleveland, Syracuse Nyack, Continental, Cormorant, Milwaukee, Boston, Raleigh, Cuba, Fred Kelley, Chicago, City of Rome, E. B. Hale, Good Hit and tug Record, Champion, steamers Albany, J. W. Glidden, Atlantic, Kittie M. Forbes, Bay City, Nyack, Continental, Armenia, Araxes, Argonaut, S. E. Sheldon.

At Globe drydock since last report the Cormorant was in for a new wheel, the Delaware had a leak stopped and was searched up, the schooner Shawnee had her bottom recalked and the tug American Eagle which has been rebuilt, was in dock to have her bottom put in order. She will go into commisssion as soon as this work is completed. Mr. Strong's pile driver was in dock to have bottom calked, the schooner Ira Lafrinier got a new piece of keel aft and forward and a new forefoot, new beam and hatches, plank in bottom and buts recalked; the Otego a new mast; the steambarge Business to get stern bearing fixed and the schooner Maxwell for some keel and one side of bottom planked and her masts reduced.

CHICAGO.

Special to the Marine Record.

The schooner L. A. Burton, Captain John Gillard, arrived Monday afternoon with lumber from Manistee, her first arrival this season. She has made trips from Milwaukee, where she was laid up, to Buffalo, with grain, thence to Racine with coal, then to Manistee to load lumber for this port. Captain Gillard takes good care of his vessel, and she has lost none of her good looks. She left for South Chicago Tuesday morning to unload.

The schooner Four Brothers, Captain Andrew Anderson, arrived from Manistee Monday night with lumber, her first round trip this season. Captain Anderson has given her a partial rebuild, consisting of new deck beams and decks, new frames, stringers, stanchions and rail forward.

The schooner James Mowatt, Captain D. P. Crane, made excellent time on Lake Erie on her last trip to Buffalo. She entered Lake Erie at 2:40 a. m. Tuesday, and arrived at Buffalo at 3:30 a. m. Wednesday. The schooner Moonlight left Milwaukee with her, but did not arrive first.

The members of the Phœnix yacht club held a meeting on the 27th of May. Tim Bradley Commodore, Tom Miller Vice Commodore, and many members were present, and it was decided to have a regatta on the 26th inst., for yachts of all classes belonging to the club. Another meeting will be held on the 12th inst. to arrange as to prizes, times of starting, etc.

The schooner Ottawa was libeled for $357 on her arrival Tuesday, to satisfy a claim for towing services rendered her by the tug Morford, of the Dunham Towing & Wrecking Company, last December.

The propeller Peerless arrived Sunday from Duluth, and left again for that port Tuesday evening. Captain McIntyre reports considerable ice on Lake Superior.

The schooner H. B. Moore was supplied with one of Chester's patent fog horns on Wednesday.

The steambarge D. M. Wilson and consorts Jones and Manitowoc, which ran ashore in Lake George, arrived Monday. They were all minus small portions of their cargoes and the Jones was leaking so badly that she will have to be placed in drydock before a cargo of grain can be put into her.

The Seamen's Assembly at a recent meeting repealed its previous action in establishing wages at $2 per day. Members of the union are now at liberty to ship at any wages they can get, so long as they adhere to the rule not to ship on a vessel carrying non-union seamen.

WILLIAMS.

ERIE.

The crew of the United States revenue cutter Perry was paid off Monday by the collector of customs. The ship went into commission June 1st. Captain Hodgson has orders to take the boat to Buffalo at once, put her on the ways and have her bottom painted.

The steamer Hope, Captain Welcome, went to Buffalo this evening to get a new wheel and will then return to Erie to load coal for Washburne. The Hope is chartered to carry six cargoes of iron ore from Ashland to Erie.

ALPENA.

Thomas Marshall, keeper of the Waugoschance light, was drowned in the straits on Friday by the upsetting of his boat in a heavy sea. He leaves a family at Mackinaw Island in destitute circumstances.

MARITIME LAW.

MARINE INSURANCE—INSURER'S LIABILITY TO UNINSURED PART OWNER FOR NEGLIGENCE—RIGHT OF PART OWNER TO ABANDON UNDER INSURANCE POLICY— EXTENT OF WRECKING MASTER'S AUTHORITY FROM INSURERS.

District Court. E. D. Wisconsin, April, 1886.

Dyer, J.

The libelant, Kirby, and one Ebert, were owners of the schooner Arab, a vessel engaged in lake navigation, each owning an undivided one-half interest. Ebert was managing owner, and his interest was insured in the sum of $2,000, under a policy issued by the respondent company. The libelant's interest was uninsured. About the first November, 1883, the vessel was stranded near the harbor of St. Joseph, Michigan. The master, Captain Charles Starke, immediately telegraphed to Fitzgerald & Company, the local agents of the insurance company, at Milwaukee, that the vessel was ashore, and requesting assistance. Fitzgerald & Company at once telegraphed Crosby & Dimick, general agents of the company at Buffalo, saying that help could not be sent from Milwaukee, and that it could be better obtained in Chicago. Crosby & Dimick then forwarded a dispatch to the agents of the company in Chicago to send Martin Blackburn to the vessel, "to render such assistance as was necessary." Blackburn was immediately engaged, and proceeded to St. Joseph. He procured a tug and pumps. Part of the cargo was removed from the vessel, and placed on the pier, and within a few days she was got off, and was taken into the port of St. Joseph. Ebert and the master and crew of the vessel took part in the wrecking operations. On the sixth of November, and before the vessel was got off the beach, Ebert sent a telegram to the Buffalo agent, stating that he abandoned his interest in the vessel to the insurance company. This telegram was written by Blackburn for Ebert. On the same day Ebert sent a similar telegram to Fitzgerald & Company, the local agents at Milwaukee. The proofs show that the Buffalo agents never received the telegraphic notice of abandonment alleged to have been sent to them by Ebert; but Fitzgerald & Company, on the receipt by them of notice of abandonment, forwarded it by mail to the Buffalo agents, who received it some time after the 6th. The schooner was taken into the harbor at St. Joseph, probably on the 9th. Sails were put under her to stop her leaks and keep her afloat, and some portion of that part of the cargo which had been previously taken off was placed again on board. Ebert and the master and crew took part more or less in this work. Milwaukee was the home port of the vessel, and was the port of destination of both vessel and cargo when she was driven ashore. On the evening of the 10th the tug, with Captain Blackburn on board, took the vessel in tow, accompanied by her master and crew and a sufficient force to keep the pumps in operation, and set out for Milwaukee. The voyage was prosecuted successfully until about 4 o'clock the following morning, when the vessel became suddenly water logged, and was lost. This suit is now brought by the libelant, Kirby, to recover from the insurance company the value of his one-half interest in the vessel, on the ground that in these transactions Captain Blackburn was the representative and agent of the company, exercising control over the vessel; that he was guilty of gross negligence in attempting to take her across the lake when she was in an unseaworthy condition, and that in consequence of such negligence she was lost.

I cannot doubt that Captain Blackburn, in his operations for the relief of the vessel, and down to the time when she was taken into the port of St. Joseph, was acting as the representative of the insurance company. This appears outside of testimony which was objected to, such as his own statements on the subject, which I rule incompetent. He went to the scene of the wreck at the instance of the general agents of the company who designated him specially for the employment, and he was accordingly employed by the local agents in Chicago to render such assistance to the vessel as was necessary. The insurance company was interested in the rescue of the vessel, because it had issued a policy covering Ebert's interest; and all parties seem to have co-operated in the service, for the purpose of protecting from loss the interests of the respective parties, including that of the libelant, Kirby.

It seems to me, also, that after Crosby & Dimick received from Fitzgerald & Company the notice of abandonment sent in the form of a telegram by Ebert, on November 6th, the insurance company might very properly, so far as Ebert's interest was concerned, assert the right to look after and protect that interest. Whether it was a technical abandonment, under an absolute right to abandon, is doubtful. The policy provided that the insured should not have a right to abandon, unless the amount which the insurer would be liable to pay under an adjustment as of a partial loss should exceed half the amount insured; nor was any abandonment to be valid unless it should be efficient to convey to, and vest in the insurance company an unincumbered and perfect title to the subject abandoned; and the facts bearing upon these conditions in the policy, and which affected the right to abandon, were not then ascertained.

I regard it extremely doubtful whether, under any authority Blackburn had from the insurance company, he could act for the company so as to make it liable for the consequences of his negligence, after the vessel was brought into the port of St. Joseph. He was a wrecking master. His instructions were simply to go to the assistance of the vessel; and when he got her off the beach, and safely into port, it would seem that his authority ceased, and that, without further authority, what he might thereafter do, especially if he proposed to take the vessel, in a disabled condition across the lake, would be done upon his own responsibility, so far as the company was concerned. In a case like this, where it is sought to charge one party with damages resulting from the negligence of another, it ought clearly to appear that the act out of which the alleged liability springs was within the scope of the latter's authorized employment. The company does not appear to have given Blackburn any authority to take possession of the vessel, or to do anything with her except to assist in relieveing her from the immediate extremity she was in. He had no authority to accept an abandonment. He received no instructions from the company to take her out of St. Joseph harbor, or to take her to any other port for repairs. If the determination of the case turned upon this question, I should be strongly disposed to hold that after the wrecking service was completed, and the vessel brought into port Blackburn's relation to the company as its representative, ceased, and that in what was subsequently done he acted on his own resposibility, and rather in the capacity of an independent salvor than as the agent of the company.

Even if Blackburn were to be regarded as the company's agent, acting within the scope of his employment, down to the time the vessel was lost, it is not altogether clear that such negligence was imputable to him in attempting to take the vessel to her port of destination as would make the company liable for her loss. If he acted in good faith, but erred in his judgment as to the success of the undertaking, it might not follow that such error of judgment alone should involve his principal in a liability to damages, the same as if the loss had been occasioned by positive negligence. The law does not judge the facts in such a case with all the wisdom that comes after the event, but rather in the light of the circumstances and situation as they appeared at the time to those charged with negligence. However this may all be, upon an attentive perusal of the testimony, and upon consideration of all the circumstances of the case as I am enabled to judge of them in the light of the evidence, I am well convinced that the attempt to take the vessel to the port of Milwaukee was made, not alone upon the individual responsibility of Captain Blackburn, but with the consent and acquiesence, and in accordance with the expectation, of both Ebert and the master of the vessel. Although both of these parties seek to place the entire responsibility of the attempted voyage across the lake upon Blackburn, it is quite evident that they co-operated in the preparations for that voyage, and the circumstances strongly point to the conclusion that they expected and desired the vessel to be taken to the port of Milwaukee, which, as before observed, was the port of destination of both vessel and cargo. To my mind, in view of all the circumstances, it is hardly credible that Blackburn, without any interest so to do, would, of his own independent will, take the vessel across the lake. He had no instructions from the insurance company which authorized it. No fact is disclosed which would naturally prompt him to do it, in the absence of a desire and expectation on the part of the master of the vessel that it should be done.

The alleged abandonment did not transfer the managing ownership to the insurance company. If there was a valid abandonment, it was only of Ebert's interest. The other half interest owned by the libelant was unaffected by the abandonment, and the surrender by Ebert to the company of his interest did not determine the master's duty or authority, so far as the libelant's interest was concerned. He still owed allegiance to the vessel, as the representative of the libelant's interest in the existing emergency. His authority had not been countermanded or withdrawn by the libelant, who knew the vessel was in distress. The duty of the master, and his right to a voice in the control of the vessel in behalf of the libelant's interest, after she was got into port at St. Joseph, still remained; and, so far as anything is here disclosed, he could not be legally dispossessed of that right by Blackburn; nor could Ebert, by any directions to the master after the alleged abandonment, legally authorize or instruct him to abdicate his functions as master in favor of Blackburn, so far as the libelant's interest was concerned.

As I have said, the circumstances tend strongly to prove the concurrence of the master in the proposal to take the vessel to Milwaukee. It was for his interest and the interest of the party he represented, that this should be done. He says everything was done under the directions of Blackburn and that the vessel was not fit to cross the lake, and yet he made not the slightest objection to the voyage. He undoubtedly expected that the vessel would be taken to her home port; and, indeed, he says in his testimony that when they were sheathing her with the sail, and putting part of her deck load again on board, he knew she was going across the lake. His statement, in another connection, is: "I knew she was not going to stay there, because she could not be rebuilt there; or perhaps she could, but it cost a good deal more." When asked when he first learned the vessel was to be taken out of St. Joseph, he seems to repeatedly evade the question, and says he was at supper when he first learned "the particular place to which she was bound." Finally he says: "I always had an idea she would be taken to Milwaukee," and that he understood that when she was got off the beach she was to be taken there. He and the crew assisted in the work done preparatory to the voyage, and it is not reasonable to suppose, if he thought the vessel "was not fit to cross the lake," that he, with his entire crew, would have gone aboard, without objection, to make the voyage. In his examination these questions are asked, and answers given:

"*Question.* You didn't know anything about it, then, [referring to the proposed voyage across the lake] when you put the light lumber in her during that afternoon? *Answer.* Well, I know that they would not rebuild her in St. Joseph; but I didn't know exactly where she was going, because I didn't ask. *Question.* Then, you knew all the time that she was not to be repaired at St. Joseph; but was to be taken across the lake to be repaired? Was that it? *Answer.* Well, I thought she would have some repairs, but I knew she was not going to be rebuilt there."

That the master deferred to Blackburn's judgment is highly probable, but that he surrendered his position as master, and also the uninsured interest of the libelant in the vessel, seems to me very improbable. On the contrary, various out croppings in the testimony, and the circumstances of the affair, lead me to think that he concurred and assisted, not alone in the efforts made to release the vessel from her extremity, but in all the preparations to take her across the lake, without objection or dissent, and that he so acquiesced, in the belief and with the understanding, that he was thereby promoting the interest of the libelant, whom he still represented.

It also appears that Ebert was more or less active in the preparations which preceded the attempt to cross the lake. He placed the sail under the vessel, put the hoistings inside the canvass, remained with or near the vessel while the work was in progress, and saw her leave St. Joseph without dissent or objection. He claims that before rendering assistance he asked Blackburn if he should do so, which, under the circumstances, seems very improbable. He says that the day Blackburn came to the relief of the vessel he told him to take her to Milwaukee, and that he thought if they could get her right off "it would not hurt to take her." The cargo belonged to his father-in-law, was consigned to Milwaukee, and he made no objection to so much of it as was carried remaining on board. The testimony also shows that he expended money to pay wages of seamen earned, and bills incurred after the abandonment of his interest, and I can not resist the conclusion that all the parties contributed their best endeavors, first, to get the vessel out of her extremity, and then, to take her, with part of her cargo, to Milwaukee, her port of destination. If an error of judgment was committed, it was a mutual error. If there was negligence, it was negligence in which all shared. The master was the legal representative of the uninsured interest, participating in and consenting to the venture; and so I am of the opinion that the loss which resulted ought not to be visited upon the respondent, especially when the authority of Blackburn to employ the vessel in navigation, even for the purpose of taking her to her home port, is not clear.

The testimony of Blackburn is in direct antagonism to that of Ebert and Captain Starke, and although various particulars in which he is corroborared by the circumstances might be pointed out, I do not deem it necessary to extend discussion of the subject. At best, the right which the libelant asserts against the respondent is doubtful. A clear case of liability is not, in my opinion, established, and the libel must therefore be dismissed.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, May 27. 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended May 22, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106 414	....	Sc.	A. P. Parkhurst,	12 99	12 34	Gloucester, Mass.
3 345	.....	Sc.	Butts,	12.59	11.96	Tappahannoek, Va.
126.348	....	Sc	Clinton,	28.83	22 64	Millbridge, Me.
135,883	.....	Sc	Eureka,	11.91	11.31	Jacksonville, Fla.
91,836	.....	Cat.	Mary J. Sampers,	7 80	7.41	Patchogue, N. Y.
91,837	.....	Sl.	Marie B,	7 73	.....	Charleston, S. C.
110 697	K D J H	Sc.	Rattler,	98 25	93 34	Gloucester, Mass
116,100	. . ..	Sc.	Sea Bird,	8 75	8.31	Crescent Bay, Wash.
116,101	.....	Sl.	Sylvan Shore,	7 89	7 50	Bridgeport, Conn.
145,419	K D J G	Sc.	Tom Beatty,	140. 10	133. 10	New Haven, Conn.
161 553	.....	Sc.	Venture,	5.28	5.02	Lynn Mass.
81,111	.....	Sl.	Wanderer,	7.38	7.02	Patchogue, N. Y.
			STEAM VESSELS.			
126,347	.....	St. s.	Col. Bartlett,	11.40	6.94	Fremont, O.
126.349	.....	St. s.	Chauncey M. Depew.	87.04	38.52	Camden, N. J.
85,920	.....	St. s.	Gen J H Hammond No6	51 30	26.17	Duluth, Minn.
95,878	.....	St. p.	Hudson.	741 76	620.07	St. Louis, Mo
100.394	.....	St p.	Iron Duke.	30.63	15 32	Wheeling, W. Va.
76,625	....	St. s.	James Bardon, No. 7,	51 30	26.17	Duluth, Minn.
76,626	.....	St. s.	James Pickands,	1545.90	1318 69	Cleveland, O
155,125	.....	St. p.	O R. Planer,	17 46	12.98	Wheeling, W. Va.
155,126	.....	St. p,	O. R. Sing eton,	110.34	.....	Vicksburg, Miss
110,698	....	St.	Rosie Olsen,	49 96	33 05	....
81.112	.....	St s	W. J Carter,	235.13	171 54	Milwaukee, Wis.

JARVIS PATTEN, Commissioner of Navigation.

A CORRECTION.

LAKE ERIE, May 23.

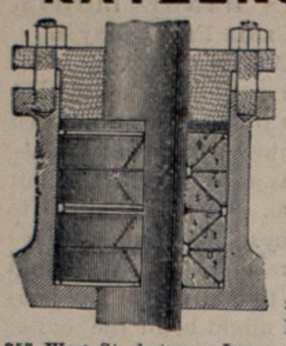
To the Editor of the Marine Record.

In looking over the "History of Lake Navigation," of 1867, by J. W. Hall, I see an account of the foundering of the schooner Merrimac. The Merrimac was owned by William Stewart, of Detroit, and sailed by Captain John Elerson, of Detroit, and left Oswego, N. Y., November 21, at 7 a. m. She was loaded with coal for Detroit, and I, your humble servant, was sailing the schooner Theodore Perry, of Detroit, for the same owner. The Perry left Oswego the same day for Chicago, and got there December 5 at 4 p. m., and the schooner Merrimac wintered at Detroit.

The statement that John White was shot by Captain Duncanson is a mistake also. Captain Duncanson was shot by a union seaman, on board the schooner Walrus, of Chicago, in Chicago, July 4, between 2 and 3 a. m. Captain Tony Everett sailed the Walrus, Captain Charles Roach sailed the tug Union, and Captain Duncanson, of the Ellsworth, was with Captain Roach. The sailor on the Walrus got his bag and was going ashore, when the captain of the Walrus clinched him in order to keep him. Captains Roach and Duncanson got on the Walrus and the shot was fired by the sailor at Captain Everett, of the Walrus, and hit Captain Duncanson. They removed Captain Duncanson to the Wright hotel and he died there after the lapse of a few days. I saw him the evening of July 4. I was as well acquainted with him as I am with you and he was a square man, also.

JOHN CONNOR.
Master of schooner Richard Winslow.

KATZENSTEIN'S



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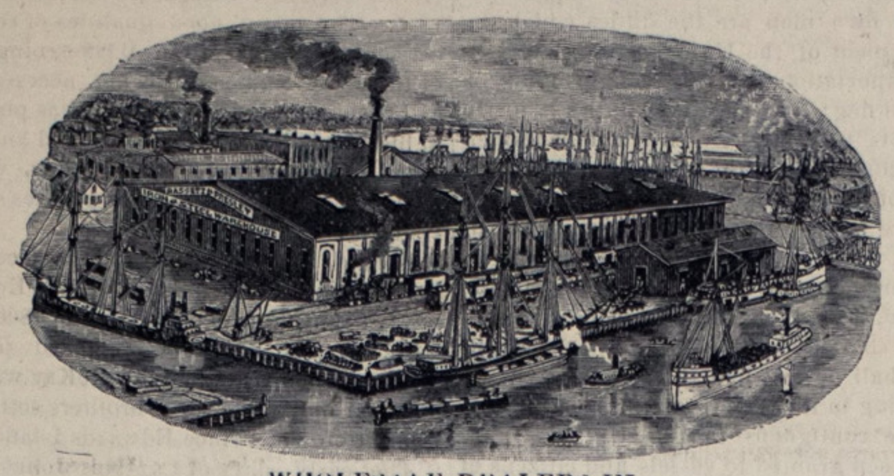

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USED BY WOODS, PERRY & CO. ON FOREST CITY & KALKASKA

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Messrs. F. & H. Born. Cleveland, O., Jan. 26, 1886.

Gentlemen,—In reply to your inquiry of 25th inst., relative to the satisfaction your "Steel Plate Range" has given, I would say that we have had one in use about eight months, and find it perfect in all respects. My wife is well pleased with it. Have had no trouble to keep fire all night with hard coal. Very truly yours,

DAN. H. KEYS, of Lloyd & Keys.

Messrs. F. & H. Born. Cleveland, O., Jan. 26, 1886.

Gentlemen—We are much pleased with the Steel Plate Range that you put into our propeller Kalkaska. It seems to be the right thing for steamboat service.

WOODS, PERRY & CO.

Messrs. F. & H. Born. Cleveland, O., Feb. 3, 1886.

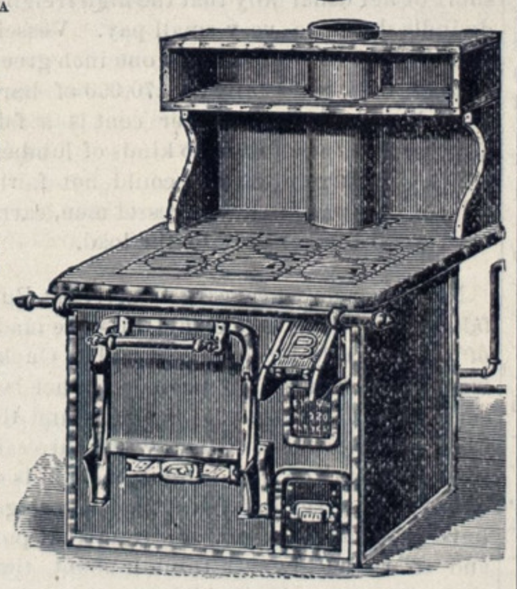
Gentlemen.—We have had in this institution for some time one of your largest size Steel Plate Ranges, and it has given good satisfaction. It is strong, and we think will be durable. Respectfully, HON. S HARMOUNT,

Superintendent Tuscarawas Children's Home.

Messrs. F. & H. Born, Cleveland, O., Feb. 1, 1886.

Gentlemen.—In reply to your favor I would state that we have had in use two of your No. 9-18 Double Oven Steel Plate Ranges in our restaurant for the last six months, and find that they do all you claim for them. We can cheerfully recommend them to anyone in need of a first-class, durable and economical Range.

Yours respectfully, RICHARDS & MCKEAN.



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Commencing Sunday, Nov. 29 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No. 14, Special New York Ex	.....	3 00 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via " ..	*6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 50 A M	*11 00 A M
No 9, Chi Pac Ex via Norwalk....	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m., and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10.30 a. m.

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Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger.....	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight.....	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:40 a. m., *1:35 p. m.

EUCLID ACCOMMODATION.

Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.

*Daily except Sunday.

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Marine Record.

Published Every Thursday at 114 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

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PORT HURON, MICH.—G. H. Mann.

WASHBURN, WIS.—John A. Jacobs

SARNIA, ONT.—D. McMasters.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JUNE 3.

THE FISHERY TREATY.

The recent seizure of American fishing boats in Canadian waters has been the cause of much excitement in this country, and wise legislation covering this interest should become the order of the day in congress. Many opinions have been aired and much talk had on the merits of the question, and a bill has been passed by the committee of ways and means, and is now pending in the house of representatives which excites grave apprehension in the minds of citizens of the United States engaged in the fishing bnsiness of the lakes and ocean. The bill contains two distinct features, one declaring fish free of duty, and the other, under the guise of a proviso is purely a fishing treaty, for the use of the waters between us and the Canadians, of an extraordinary character. The subject is not germane to the title of the bill. It has nothing to do with the customs and proposes no effect on them. The proviso is, therefore, an offer of a fishing treaty in any sense that it may be construed by the Dominion of Canada or the British Empire. The basis of the proviso is what right of fishing has congress now to offer "in the waters of the United States contiguous to the Dominion of Canada." The act of 1802 granted to the State of Ohio the territory south of an east and west line drawn through the southern extremity of Lake Michigan to Lake Erie, and thence with the same through Lake Erie to the Pennsylvania line. This includes a considerable portion of Lake Erie. There is no reservation in the grant of fisheries. The eminent domain was ceded to Ohio. If these are "contiguous waters" to the Dominion of Canada, how can their fishery be granted or exchanged without the consent of Ohio previously had and obtained?

In 1836, June 15, congress further enacted that the northern boundary of Ohio should run northeast from the northern cape of the Maumee bay to the boundary line between the United States and Upper Canada in Lake Erie, and thence with said boundary line to its intersection with the western line of the state of Pennsylvania. The second section of this act made Michigan a state, and described its boundaries, from the place where the Ohio boundary intersected the boundary between the United States and Canada in Lake Erie, thence with the boundary line between the United States and Canada through the Detroit river, Lake Huron and Lake Superior, etc.

The policy of this proviso, George Steel, chairman of the American Fishing Union, says, must be construed by the statutes of the two countries on their fisheries. Canada, by her fishing laws, makes a profit from leasing or renting fishing privileges in the waters which she is entitled to control, and imperial laws exempt her fishermen, vessels and their outfits from any direct or indirect taxation. The United States, upon the other hand, has never leased or rented the fishery of any fresh or salt water in its control to individuals; they are used in common by its citizens, foreign vessels not being excluded. The United States, through its tariff laws, taxes directly or indirectly, the materials entering into the vessels, sails, rigging, fishing gear, outfits, supplies, provisions and clothing of the men employed in fishing under the flag, and the States tax the capital employed and the homestead. The only counterpoise to these impositions on our own men are the duties which the government of the United States levies on the importations of fish caught under a foreign flag; through these duties it justly attempts to place its own taxed fishermen on a competing level in our market with those of foreign flags which are not taxed, and are bounty fed by their own governments.

Referring, with this explanation, to the proviso, it will be seen the conditions are that it shall not take effect until the President shall be satisfied that "the privileges of fishing in the waters of the Dominion of Canada contiguous to the United States have been granted to vessels and citizens of the United States, under like regulations and restrictions as relate to citizens of the Dominion of Canada engaged in the fishing trade." This language does not involve the idea that Canada shall cease to lease or hire out fishery privileges in her waters, or shall refrain from raising a revenue from the hiring out of her fisheries to fishermen of any flag.

IN the reference suit of the Thames and Mercey Union Insurance Companies and the insurance company of thestate of Pennsylvania against the Continental Insurance Company, which was on Saturday adjourned to be resumed in New York, June 8, some testimony was introduced which may have considerable effect on the Dimick trial. His partner, Thomas G. Crosby, when shown a check drawn to his order from Mr. S. A. Murphy, of Detroit, drawn in 1883 for $829 rebate on wrecking bills, admitted that he had deposited money in his private account in the Merchants' Bank. Dimick, he claimed, had received his one-half of the amounts of this kind, but he could produce no proof that such was the case. Mr. Dimick, he said, did not object to give the money to the companies, but would determine the matter later. He had given Mr. Dimick his share of all moneys belonging to the firm, and believed that Mr. Dimick had always given him his share of the moneys. These admissions are looked upon by Mr. Dimick's friends as important facts tending to show that Mr. Dimick is not as guilty as claimed.

VESSELMEN should consider twice before chartering their vessels for cargoes of hard wood lumber. Shippers offer high freights, but on arrival in port the vessel runs so far short of her usual tally that the high freights dwindle down to very small pay. Vessels carrying 240,000 to 250,000 of one inch green lumber, only get a tally of 170,000 of hard wood lumber; 20 to 25 per cent is a fair allowance between the two kinds of lumber, and such a large difference could not fairly arise. We would say to vessel men, carry hard wood lumber only by the load.

No sooner do wheat cargoes arrive at Buffalo from Duluth that complaints are made of unreasonably large shortage. The Onoko was reported short 178 bushels on her last cargo, the Columbia 95 bushels, and the Comrade 80 bushels. Other vessels are said to have fallen too far behind their bills of lading. For several years past shortages have been found on cargoes from that port and so vessel owners think it about time that some means be devised to prevent their occurrence.

NOTICE is given that on and after June 15, 1886, the light on the outer end of the south pier at the entrance to the harbor at Duluth will be changed from a flash light, given alternately a red and white flash at intervals of ten seconds, to a fixed red light of the fourth order.

G. F. Sheldon & Son have refitted and opened their meat market at Ashtabula Harbor, with a choice lot of meats for the marine trade. They will keep constantly on hand the best quality meat.

U. S. ENGINEER CHANGE.

ENGINEER OFFICE, U. S. ARMY,
MILWAUKEE, WIS., May 24.

To the Editor of the Marine Record.

Sir: You are hereby notified that the works of river and harbor improvement on Lake Superior, east of Superior city; and on Green Bay; and the western shore of Lake Michigan, north of Milwaukee, have this day been transferred to my charge by Captain Wm. L. Marshall, U. S. Engineer.

All communications relating to them should be addressed to the undersigned,

Very respectfully,

CHAS. E. L. B. DAVIS,
Captain of Engineers, U. S. A.

OBITUARY.

CAPTAIN JOHN M'KAY.

Captain John McKay one of the pioneer lake captains, after a lingering illness died at his residence, No 352 St. Clair street, on Tuesday morning, the 1st inst., aged 81 years. He was born in Wexford, Ireland, December 1805. The many good qualities of the deceased are well known to all lake going men of the olden time and it is not necessary to call them up. Captain McKay was positive in his convictions and always had an ideal man in his mind in an emergency, which made his career on the lakes a series of adventures.

Donald McKay, father of the deceased, held a captain's commission in the English navy. He sold his commission in 1806, and with his two brothers, removed to this country when Captain John McKay was but one year old. The three brothers settled in Charlottetown, Prince Edwards Island.

The early days of Captain John were spent on the coast and he became a sailor at the age of ten years, and made voyages to the West Indies, the Mediterranean Gibraltar and to the Irish coast in the several capacities of seaman and officer and came on the lakes in 1834, making his home in Toronto, where he was married in July 1835. He then moved to Buffalo and went sailing before the mast a short time, after which he became master and part owner of the Wyandotte, then sailing master of steamboat Julia Palmer, then mate of the steamboat Commodore Perry. In 1845 he moved to the Sault ste. Marie and took command of the schooner Algonquin, plying on Lake Superior, owned by a Boston Mining Company, after which he became master of the schooner Napoleon, owned by the same company. The company owning these two schooners failed owing Captain John McKay and his brother in-law, Captain John Halloran, who sailed the Algonquin at the same time, a considerable sum of money. In order to secure their claim Captain McKay while the ice was running in the Sault in the spring run the two boats across to the Canadian side and put about forty men aboard to protect them. All efforts of the American authorities to recover them were unavailing, until a compromise was effected by getting Captain McKay to consent to run the Algonquin across to the American side, leaving the Napoleon as security, the understanding being that the Algonquin could be purchased by Captain McKay in such a manner as would liquidate the claims. This was accordingly done and a clear title obtained by the captain, when he ran the Napoleon over to the American side, and she was immediately seized and bought in by John R. Livingston. Captain McKay owned and sailed the Algonquin until the summer of 1853 and brought down the first Lake Superior mass copper to the Sault. In the spring of 1854 he and another man bought the steamer Independence, then a wreck on Chequamegon Point, and the first steamboat that was hauled over the portage. They did not succeed in releasing her until fall when she was taken to the Sault and soon after exploded her boilers and became a total loss. In the spring of 1855 Captain McKay moved to Ohio and bought a farm near Norwalk, and remained there during that season. After leaving the farm in 1856 he moved to Cleveland and bought the homestead on St. Clair street.

He then sailed the schooner Berlin, propeller California, bark B. A. Stanard, steamboat Canada, brig General Worth, schooner Wm. Kelley, schooner Wild Rover, and his last boat was the William Young, which he sold in 1882, and in his 78th year he retired from the lakes. Last July, after an absence from his old home at Prince Edwards island for 50 years, he made a visit, when he learned of the death of his entire family.

His memory was clear up to the time of his death and he could relate by the hour the scenes and incidents of the early navigation of the lakes; he could not be surpassed in delineating or describing them.

Mrs. McKay died in March, 1884. Captain George McKay, a son of deceased, is general manager of the Cleveland Transportation Company, and a daughter, Mrs. Paige, are the surviving members of the family.

The funeral service will take place at St. John's cathedral at 9 a. m. Friday. The remains will be taken to Detroit for burial. The pall bearers are Captain Patrick Smith, Captain M. C. Frawley, Captain Jerry Green, Captain Robert Jeffreis, Captain Michael Driscoll, and Mr. Archie Wilkeson.

The new tug recently built by Jas. Davison to tow the big log boat is to be called the Temple Emery, after one of her owners. The Emery is an A1 boat of fine model and immense power and cost $17,000.

ST. CLAIR FLATS RANGE LIGHTS.

ST. CLAIR FLATS, May 27.

To the Editor of the Marine Record.

McNiff & Son's range lights are lighted to-night for the first time at the Southeast Bend, and we hope they will prove as beneficial to the big heads as to those who admit the necessity of them. We do not allude to any particular persons, but mean what we say, and the lights are our proof. We would like up bound boats to notify us of any jams or obstructions that might be in the cut or canal, so that we can inform all down bound steamers and vessels in time to save trouble and expense to owners, insurance companies, masters, and pilots. Our private signal call is two long and two short blasts of whistle or fog horn. We are located above Bedore's Landing, where we can be found night or day. Our address is Bedore's Landing, St. Clair Flats, Mich. All business transactions pertaining to steamers and sail craft, entrusted to us, will receive prompt attention. Respectfully,

The ranges are red, over white lights, the red stake being about six feet the highest and inner one. The upper range is located just below the Canada club house dock, which you can run from the lower trees on Herson's island until within about fifty rods of said dock, when you will commence to port your helm, and when abreast of this range you will pick up another on your starboard bow, located just above the Little Bassett, on the Canada side, which you will run until you pick up another range on your starboard bow, located about 100 rods below Bedore's dock, on the American side, which you will run until abreast of Joe Bedore's dock, then starboard until you head for Peninsular club house, then for Star island, etc. Then you have canal reds to guide you.

It would be better for down bound steamers and vessels to take the Canada side with first two ranges and the American side with the third one. That will give the down boats the full benefit of ranges which, of course, they need. The outer or bright light, at the Canada club is about forty feet from channel bank inside, the bright one at Little Bassett, about 150 feet from channel bank, and the one below Bedore's about 250 feet. The white lights are located about 250 feet apart from the red. If there should be any improvements to offer from masters or pilots, signal us and make them known. Should anything happen that our lights are not lit, please give us two long and two short whistles, and we will be on deck. Remember, don't run down too close to the Canada club house dock; port in time, and don't run more than a length or two below Bedore's dock; starboard in time.

[All papers that insert marine matter, please copy.]

ROBT. MCNIFF & SON.

ST. CLAIR FLATS.

Special to the Marine Record.

The E. K. Roberts' fish tug, bound down, from Duck islands, ran on, just missing the stern of the steambarge Byron Terrace. The captain of the E. K. Roberts took in the situation, put his wheel hard starboard and her stern swung around, and after shifting some fish, released herself in a short time, and with a loud hurra, went on her way to Detroit.

Had some of the Canadian officers not interfered with McNiff & Son, their ranges would have been lighted on the 22d inst., and a man stationed at each end to inform master and pilots of the same and how to run them correctly. As it is, the lights will not be operated until a permit to put stakes and lights can be obtained from Toronto, Ont., or other measures taken. Mr. McNiff is hard at work trying to find out why they have no right to put up lights without a permit, as it is just as beneficial to Canadian commerce as to American. Any information on the subject is solicited through the columns of the MARINE RECORD.

At 12 p. m. the steambarge Victoria, with wood from Bear Creek, bound for Detroit, ran aground in about the same place that the White & Friant did, at southeast bend, on the center range light, of McNiff & Son, which will be in operation as soon as it can be, and it is considered by all masters and pilots an actual necessity on bad nights.

Recently the Canadian propeller Sir E. L. Tilley, bound up, with five barges in tow, ran on, after getting through the canal, on the Canada side above the park side. She has a fine looking tow, and all were more or less sagged on. Wind blowing fresh from the northwest was the cause.

Some time before daylight on Thursday morning, the steambarge Garden City, bound up, got her tow aground on American Point, in Southeast bend, and with the assistance of the tug George Hand got under way. In the forenoon, same day, about 11 a. m., the

scow Emma and Felix, bound down, got on, on the American side, across from center range; did not stay any time. The George Hand released her.

The steambarge Yosemite, with two in tow, bound up, paid us a short visit by running on above Star island, early this morning. "Keep a leedle more in de meedle."

Friday morning about 1 o'clock, the steambarge Ira Chaffee ran on at Southeast bend, and in working herself off got the tow line in her wheel which detained her until Saturday morning, as she was obliged to employ a diver to get the line out. Use the ranges and profit by them; no need to get aground any more in the Southeast bend.

Friday forenoon about 9 o'clock the propeller Pacific, bound down, loaded for Ogdensburg, in passing through the Southeast bend, took a sheer, and narrowly escaped running hard aground just above the center range lights, and only for the good management of the captain it would have been a costly sheer. (Canada watah, yeow kneow.)

About 6 p. m. the tug Metamora, of Montreal, with tow of timber barges, bound up, got two of her barges aground in Southeast bend, on the American side, opposite center ranges, but "didn't 'ave to 'ave American tug, ye kneow; she got them hoff 'erself."

At 8:30 p. m the tug Wm. Park, of Detroit, bound down, with the schooner E. W. Rathbun in tow, ran aground on the American side, just above the Canada club house. The captain gave the usual alarm whistle, but the schooner did not have time to sheer clear, but kept on and struck the tug very nearly square in the stern, cutting rail, bulwarks, and plank sheer clear through and pushing her out about three feet, tearing away the schooner's head gear.

On Saturday at 4 p. m. the tug Ballentine has been pulling on the Wm. Park, but for want of a better line did no good.

Monday, the 31st, the ranges have proved a perfect seccess so far.

The tug George Hand, with the help of one of our larger tugs, John Martin, released the Wm. Park that ran on in Southeast bend Friday evening. In the forenoon the U. S. cutter Pleasanton gave her a pull or two, loosening everything in the Park that the hawser was made fast to.

All downward bound boats will have more room from the first to the second ranges in Southeast bend by keeping the Canada side.

Since ranges have been lit nothing has happened of any note. McN.

BUFFALO.

The steamer Raleigh, Captain Mack went into drydock for slight repairs last week. Has consort schooner Lucerne cleared under sail.

The steamer Onoko arrived from Duluth Saturday afternoon with wheat, having made the round trip in nine and one half days. She went up light. Captain Trinter reports that her actual time down was ninety-five hours, including over an hour lost in locking at the Sault.

The steamer Kasota is to tow to Duluth the schooner G. W. Adams, which was left behind by the Wallula to get a new foremast and some calking. The Kasota will probably also tow up the P. B. Locke with railroad iron.

About 10 o'clock Monday night the felt covering on the steamer Alcona's boiler caught fire, communicating to the woodwork. Damage about $500. The injury being inside, the Alcona was not prevented from getting away with her consort Alta for Duluth.

M. Riter of the Eagle Boiler works will build two new steel boilers for the propeller Raleigh Messrs. Corrigan and Mack intend to put their fleet in first-class shape and keep it so.

Several dredges and scows have been sent to Port Colborne to work on the Hingston & Wood contract.

The Canadian steamer J. W. Steinhoff, for a long time in ordinary at the Sault, arrived here from Windsor Tuesday. She was bought by Mr. Barrett, of Fort Erie, and after some alterations will be run as a ferry between Black Rock and Victoria.

The season's business, up to noon Monday, by the lake, shows an enormous increase over last year. The receipts of flour were 660,000 barrels, and of grain 15,384,600 bushels, against 196,000 barrels of flour and 6,850,000 bushels of grain in the same time last year. Lumber shows a slight falling off, but other miscellaneous articles show either an increase or hold their own. The shipments by rail for the month were 3,409,000 bushels of grain, and since January 15,623,200. The shipments by canal were 7,977,300 bushels of grain, against 4,697,200 bushels last year.

The four boilers building by the Lake Erie Boiler Works for the new steel steamer Susquehanna are to be three-quarter inch steel, and will differ from any ever built here by having all bolt holes drilled instead of punched, which will greatly increase the strength of the boilers. The riveting will all be done by steam.

Captain John Heckler left last week for Port Colborne with the new tug Nellie Reid, to hand her over to Reid and Fleming, of Lachine. Heckler intends in a few days to go to the Sault to look after the dredging operations on the Hay Lake channels. Unless the government makes a new appropriation this work will have to be stopped in about two months. It would take with steady work until the end of the season of 1887 to complete this important channel.

EAST SAGINAW.

Special to the Marine Record.

The war between the river line steamer W. R. Burt and steamer Lucille still continues. The fare has been put down to 15c on both boats from this city to Bay City and return, and to cap the climax the F. & P.M. R. R. Company have put on a plug train, and now run every hour, with fare at 20c. The trains hurt the boats for through passengers, and it is apparent that the boatmen will get sick this summer if the war continues.

The propeller Daisy Lee, Chas. P. Fish, and Chas. B. Hull hold down the Saginaw City route in opposition to the street railway and are being well patronized. The Daisy Lee carries a brass band on board to amuse her passengers on the trips.

The propeller Porter Chamberlain and consorts Bliss, Corning and Cahoon came in Sunday and are loading for Buffalo.

There is a fair demand for tonnage at the present freight rates, but the prospect for a rise just now seems rather dubious.

Commodore Wayne Choate took his new yacht Juno to the bay Thursday where a trial was made, and everything proved better than was expected, she being a fast sailer and the crack yacht in this section.

The barge C. L. Davis that figured in a collision recently has had a new spar, put in at Hobson's derrick. She is now ready for business again.

The steambarge Wm. Rudolph and three consorts, came in on Wednesday and left on Sunday for Ohio ports. The Rudolph is small, but she does make some splendid time, and Captain George Ryan, who is a "hustler" from away back, can justly feel proud of her.

The propellers Saginaw Valley and Sanilac were both in the river during the week and took on large quantities of freight for Cleveland.

The steambarge J. S. Ruby brought in a load of paving blocks on Tuesday last.

The tugs Edwin Eddy and Nat Stickney, the latter with two dump scows, have gone to Lake Superior for service.

On Wednesday last the ferry boat C. B Hull, while going through the middle bridge, struck a snag which went clear through the stern of the boat, but fortunately above the water line, as the hole was large enough for a man to crawl through. A number of ladies were on board who were badly frightened. She was repaired at Bartlett & Company's hoisting slings.

The old barge Theo Perry, purchased last winter, and taken to Mason's shipyard, has little left of her former self, her owner, John A. Prentice, having rebuilt her from the keel up, at an expense of about $6,000. The barge has been rechristened the Robert Wildman, in honor of our genial citizen and proprietor of the Excelsior Boiler Works. The Wildman will rate A2, and will have a capacity of 375,000 feet of lumber.

A sailor employed on the steamer Saginaw Valley, by the name of Foley, while engaged in unloading heavy freight at Bay City, had a truck pass over his legs and ankle, crushing them badly. He was brought to this city and taken to St. Mary's hospital.

A bloody fight occurred over the barge C. K. Jackson's load, on her last trip in port, between 'longshoremen and stevedores. Several noses were broken, and the mills of justice will be kept busy for a week to come, in consequence. Shaw.

SAULT STE. MARIE.

During the nine days ending at midnight, May 20th, there were 313 passages through the lock or an average for the nine consecutive days of nearly 35. The average daily passages for the month up to the same date is 27 8-20. This will be the largest May in the history of the canal and one of the largest months in the canal's history.

MILWAUKEE.

The tug Leviathan left Cheboygan Monday to recover the machinery of the wrecked steambarge Graves, which has been purchased by Wolf & Davidson from the insurance companies.

The fire department Monday extinguished a blaze in the engine room of the propeller Tioga as she lay at her deck. Loss trifling.

DETROIT.

Special to the Marine Record.

June 1.—By turning back a few pages or years of time and referring to the date of this communication, twenty-seven years ago, there are doubtless not a few who will remember the departure of the bark D. C. Pierce, commanded by Captain Thomas Pennington, from the port of Detroit for Liverpool, with a cargo of staves; and on the same date the schooner Republican, 334 tons burden, Captain Covill, from Milan, O., with staves, for Cadiz, Spain. Both vessels have long since passed out of existence. The Republican was wrecked at sea, on the island of Arbacatoac, April 28, 1860, and the Pierce was destroyed by Southerners during the rebellion, at Norfolk, while in command of Captain Charles Gale. But Captain Gale still lives, and is herding his flocks on the banks of the River St. Clair, and has become a loyal British subject. Captain Pennington, if I mistake not, still lives, and is earning an honest living in the state of Ohio, a quiet and inoffensive citizen. Captain Covill, I can not at present locate, but beyond a doubt he has gone on his last voyage.

The steamer Flora, of Grummond's Mackinac line, has just had her cabins newly carpeted and furnished in excellent style, and she makes quite an attractive display. Both she and the Atlantic are doing well in the passenger and freight business.

The schooner Hartford, en route to Chicago, laden with stone, found the shore at Port Sanilac, Lake Huron, during thick weather, on the night of the 26th ult., and narrowly escaped total loss. The Moffat Wrecking Company sent her relief, and in the course of a few hours she was released and towed to Port Huron for repairs. Captain Thomas Crosby, marine insurance agent of Chicago, was here to look after her interests.

The Lake Superior steamers arrive and depart from here with their accustomed regularity, with comparatively light up freights, but well loaded on their return, chiefly flour and copper. The passenger business, however, is improving.

The propeller Conemaugh, bound down, struck on Stoney island reef, Detroit river, and was held fast for several hours. The ferry steamers Fortune, Garland, and tug Ballantine went to her assistance and in the course of a few hours had her afloat, unharmed.

If all the mishaps which take place on the St. Clair river were recorded they would be numerous, from which it might be inferred that a strange fatality seems to lurk about that stream; yet, on the contrary, the river steamers ply day and night through that river without accident of any kind,

To use an old time and exploded phrase, "all is quiet on the Potomac," that is to say, the steamers Idlewild and Cole are peacefully plying to and from their respective landings, while their arrivals and departures vary but slightly, and both are equally well patronized. They are provided with gentlemanly officers, and are very obliging when called upon for information. It is a chance for all, and may the best boat win.

The schooner C. N. Johnson was sold by the United States marshal at Marine City, Friday for $650. She was built in 1856, and is 358 tons burden.

The steambarge Garden City and tow, were among the unfortunates to find the clay at Southeast bend. The tug George E. Hand yanked them afloat.

A large number of steambarges and their consorts, which have been passing up for several days, were flying light. This fact is attributed to low rates on coal at Buffalo.

The ferry steamer Sappho left on Saturday morning for Toledo, where she will remain for a while in the excursion business.

Charters hereabout, except coarse freights, are few and far apart. While grain rates are about the same as last quotations, wheat to Buffalo is 1¼c and to Lake Ontario 4c.

The steamers which arrive down from upper ports, complain much of thick weather, fog and smoke, caused by fires on shore. The steamers which make landings on Lake Huron find it difficult to get accees to those places even in daylight.

Another relic of by-gone days passed this way on Thursday, now known as the barge Sonora, but in times past one of the finest barkantines on the lakes. She has weathered the storms for thirty-two years, and her captains of that era, where are they?

To vary the monotony of her usual route the steamer Idlewild, on a recent trip, was regaled with a band of music, composed of Indians, and Captain McLachlan and Engineer Huft were, for the time, made happy.

Captain Blanchard's steamer Justice Field demonstrated fine towing qualities the other day by taking through the St. Clair rapids, into Lake Huron, six loaded vessels above the usual size. They don't all do it.

Captain Wm. McKay, who, until quite recently, has commanded the Evening Star, is now superintending the completion of the Greyhound, which is rapidly progressing.

The revenue steamer Fessenden left Friday on another jaunt; this time to Lake Huron, returning yesterday, decorated with bunting from stem to stern.

In closing up this communication I will endeavor to relieve the minds of your readers of the contemptible slosh which ever and anon appears in the press relative to the schooner Harriet Ross, and her origin, that, on more than one occasion, has been sufficiently explained. The Ross was built from the bottom of the schooner Cambridge at Buffalo in 1853. The Cambridge was built at "Three-Mile Bay," Lake Ontario, in 1843, by Asa Wilcox. The old gun boats that served on Lake Ontario, were sunk at or Sackets' Harbor. Now, does it seem reasonable that the bottom of a sunken gunboat would be raised and transported to another point where timber was plenty, to construct a new vessel from? Now, one, Captain Helfrich, asserts that the gunboat served in Perry's battle on Lake Erie, which took place September 10, 1813. How did this gunboat get from Lake Ontario to Lake Erie when no canal was in existence? One of the oldest shipbuilders on Lake Ontario lives in Detroit, and knows that the Cambridge was of new material from keel to truck. Hall.

PORT HURON.

F. I. Merryman & Co. have taken the contract, of raising the machinery from the sunken steamer Algomah, which was wrecked at Isle Royale, last fall. The machinery is to be landed at Owen Sound. On the completion of the job they will receive $6,500.

Captain Wm. Curtis, who has sailed the steamer Conger since she was first built, has retired.

The barge Morley is in Dunford & Alverson's drydock, receiving $6,000 worth of repairs.

The little schooner J. J. Hill, sunk at Fairport last fall and raised by Diver H. N. Jex, will be repaired at this port.

June 1st the Mary commenced making her summer trips between Port Huron and Marine City.

Captain Chas. McIntosh succeeds Captain Wm. Mackay as commander of the Evening Star. Captain Mackay will sail the steamer Greyhound.

The schooner Hartford went on the beach above Port Sanilac on Monday night, but was shortly after released by the tugs Martin and Wilson.

CLAYTON.

Special to the Marine Record.

The steam yacht Calumet is expected to be hauled out soon, and her new engine and boiler placed in position.

The steamer St. Lawrence is out, under command of Captain M. D. Estes, and was down from Kingston with an excursion on Saturday afternoon.

Captain S. G. Johnson had one of his feet broken last week, but is now doing nicely, and walks out with a crutch. B.

BAY CITY.

Special to the Marine Record.

The propeller J. C. Liken will commence running in connection with the Saginaw Tuscoea & Huron Railway July 1st from Bay Port to Heisterman Island.

The steamer Lucille, Captain M. Mahar, now runs his boat to the bay and return Sundays with no extra charge, as an inducement for passengers to patronize this popular little steamer.

Captain Jas. Davison's large barn and contents valued at $6,000 burned on Thursday last at his shipyard. The immense log boat had a narrow escape from burning.

The F. & P. M. R. R. Company are negotiating for a new steamer to run between Manistee and Chicage. She is to be speedy and will have three spars, double engine, etc. Her capacity will be about 1,000 tons and she will be furnished in an elegant manner for passenger and freight service.

The propeller Chas. Forbes has been sold to Messrs. Harper & Heisner of this city, and will continue in the east shore trade.

The Emery Lumber Company's log boat, about which so much has been said, is to be launched from Davison's shipyard the latter part of the week. Her boilers and machinery being now in position. She is to be known as the Wahnapetae which is the Indian name of a river in the Georgian Bay district. She is the largest craft on fresh water, having a tonnage of 3,500. She takes her entire load of 700,000 feet of logs all on deck. She would carry about 2,500,000 feet of lumber and the result of this enterprise is being watched by many, as, if it proves a success, it will revolutionize the lumber business.

The propeller Abercorn came in Sunday and will load lumber for Oswego, N. Y.

The steambarge P. H. Birckhead and consorts Brainard, Troy, Edwards, and Montpeiler, were in the river last week, and loaded for Buffalo and Tonawanda.

An effort was made at East Tawas to reduce the dockwollopers' wages, to 20c per hour. The men refused to work for less than 40c, and everything is as before.

The work of placing the machinery on board Captain Davidson's big log boat is progressing finely, and it is expected she will be launched some time this week.

The steamer Lucille seems to be doing a good business, despite the change in the Burt & Mason's time, which have recently been running one boat just ahead and the other just behind the Lucille. Captain Mike Mohar, of the Lucille, says they have come to stay and will keep the ball rolling as long as there is anything in it.

The Shore line steamers Metropolis and Arundel are still doing a splendid freight and passenger business.

The extensive warehouses of James Roberts and H. Griswold, which were destroyed by fire last week, will be rebuilt more substantially. It was thought that the fire originated from a spark from the furnace of the steamer Lucille, but on investigation it proved to be the work of tramps. Mr. Roberts' loss was from $5,000 to $6,000, with an insurance of $5,000 on the entire property, which was not all destroyed.

It is said that the tug George B. Dickson is fast coming to the front as a flyer, she having made a distance of eighteen miles in one and one-fourth hours recently.

The racing between the river line steamers has caused considerable comment, both pro and con, but the majority do not seem to favor it, as it may lead to some serious accident.

Fishermen report large hauls from outside during the week.

The excursion business from this port during the season promises to be better than ever before, and owners of this kind of craft hope to not be deceived.

Frank Wheeler's new bandsaw mill is now in operation, and a more complete ship building plant is hard to find on the lakes.

The barge Matilda was in the Bay City drydock, having two sister keelsons and a strong back put in, and will receive new planking both forward and aft. This will be a great improvement which she has long needed. She will be employed in the coal and lumber trade between Cleveland and this port. SHAW.

EAST SAGINAW.

Special to the Marine Record.

Captain George Fletcher has fitted up the tug Daisy Lee into a passenger boat, and it was intended to have her running on the Saginaw City route some time ago, but for some reason the inspectors have not been in the city lately, and the boat is in idleness.

The tug Edwin Eddy, towing the barge Keating, Captain Charles Van Norman, which had just finished loading at C. K. Eddy's mill, was headed for the Johnson street bridge about noon on Wednesday last, when, in some way, the machinery of the Eddy became disabled and she was rendered helpless. The result was the barge came on with considerable velocity, being heavily loaded, and her anchor being thrown out, she swung around so that her stem just grazed the bridge. Had not Captain Van Norman seen the result of a collision and acted promptly a great deal of damage to both bridge and barge would have been the result.

Captain Hubbell, with his dredge, has arrived at this port, and is now engaged in the work of dredging for the Genesee avenue bridge foundation.

Charles E. Gooding, for many years clerk of the warehouse of the Saginaw River Steamboat line, is now installed in a similar position for English & Mohar, owners of the steamer Lucille.

The tug Little Giant was in Bartlett & Company's slings for a new wheel, while the tug Robert Boyd got a new rudder. The steamer C. B. Hull also had a large amount of repairs made to her stern which a snag recently went through. The above slings are in charge of Harry Shaw, who is well known on the river, and who seems to be doing most of the work in this line at present.

A beautitul sight was to be seen last week at Heisterman's island, Saginaw Bay, an iceberg, 20} feet high and 120 feet long, and it is thought it will take six weeks for the rays of the sun to dissolve it.

N. H. Bruno's steam yacht, with the wheel set amidships under the boat, has been put in the water, and found to not work as well as was anticipated by her owner. SHAW.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXXIII.

Early in the season of 1868 the sidewheel steamer Illinois, 826 tons burden, and built in 1854, was dismantled of her machinery and converted into a barge, towed through the lakes by the propeller Iron City, in the lumber trade. From the time she came out she had eight different commanders, as follows: Captains J. B. Howe, John Wilson, John Frazer, R. S. Ryder, John Halloran, John Robertson, Fred S. Miller, and B. G. Sweet, three of whom are yet living. The engine she had in her was formerly in the Illinois No. 1.

The appointments to the Lake Superior steam propelled vessels were as follows, the Northwest plying thereto until June:

Northwest, Captain C. E. Kirtland.
Keweenaw, Captain Albert Stewart.
S. Clement, Captain Geo. R. Cleveland.
Concord, Captain Allan McIntyre.
Meteor, Captain Thomas Wilson.
Northern Light, Captain M. H. Murch.
Arctic, Captain J. E. Turner.
Pacific, Captain Edward Kelley.
Atlantic, Captain W. Thorne.

Other steamboat appointments were as follows:

City of Toledo, Captain S. Dustin, Detroit and Saginaw.
Susan Ward, Captain W. S. Conner, Detroit and Saginaw.
City of Sandusky, Captain H. Fall, Detroit and Saginaw.
Dove, Captain J. A. Sloan, Detroit and Malden.
Morning Star, Captain E. R. Viger, Detroit and Cleveland.
R. N. Rice, Captain Wm. McKay, Detroit and Cleveland.
W. R. Clinton, Captain Keith, Detroit and Saginaw.
Island Queen, Captain Allen Kirby, Detroit and Sandusky.
Magnet, Captain J. Halloran, for wrecking.
Phil Sheridan, Captain E. Newhall, Detroit and Buffalo.
Saginaw, Captain George Langley, Detroit and other ports.

The Commercial line consisted of seven large propellers, plying between Buffalo and Chicago:

Colorado, 1470 tons, Captain J. W. Brett.
Nebraska, 1483 tons, Captain N. Gebhard.
Dean Richmond, 1416 tons, Captain Ben Wolvin.
Winslow, 1137 tons, Captain Ed Kelley.
Ironsides, 1123 tons, Captain J. E. Turner.
Roanoke, 1069 tons, Captain J. L. D. Kimball.
S. D. Caldwell, 790 tons, Captain James Lewis.

One of the above steamers left Buffalo on alternate days, calling at all the various landings on the route.

The Western Transportation Company steamers were as follows:

Empire State, 1116 tons, Captain H. D. Pheatt.
Badger State, 1115 tons, Captain W. Dickson.
Oneida, 1070 tons, Captain S. McKenzie.
Mohawk, 1014 tons, Captain J. Gibson.
Plymouth, 1029 tons, Captain J. House.
Free State, 940 tons, Captain J. Criqui.
Tonawanda, 822 tons, Captain A. T. Fairbanks.
Buffalo, 830 tons, Captain J. Drake.

The above steamers formed a daily line between Buffalo and Chicago, carrying passengers and freight, and the line is one of the longest standing on the lakes.

The steamer Alpena was sold at Detroit by E. B. Ward this season to A. S. Goodrich, of Chicago, and was transferred to Lake Michigan, in charge of Captain Gil Dumont in place of Captain John Robertson, who then assumed command of the steamer Marine City, plying between Detroit and Lake Huron ports.

The following steamers plied between Chicago and Port Sarnia, carrying freight and passengers:

Sun, 707 tons, Captain R. A. Jones.
Montgomery, 1104 tons, Captain R. Nicholson.
B. F. Wade, 1256 tons, Captain A. Gillies.
City of Fremont, 750 tons, Captain H. McHenry.

The propeller Edith, Captain C. W. Nichols, plied between Detroit and Alabaster, on Lake Huron, transporting merchandise one way and lumber and plaster on the return.

There were no less than thirty-two tugs employed in the transfer of vessels through the rivers from lake to lake, and were composed of the following:

M. J. Mills, Captain J. C. Robinson; L. L. Lyon, Captain F. Guoin; Mayflower, Captain J. P. Young; George N. Brady, Captain W. Latriel; Bob Anderson, Captain D. McKinzie; Gen. U. S. Grant, Captain C. F. Moore; Sweepstakes, Captain H. Eames; Satellite, Captain S. Currie; I. U. Masters, Captain W. Moore; Stranger, Captain ——; B. B. Jones, Captain John Cornwell; Gen. McClellan, Captain Sam Burnham; Dispatch, Captain M. Swain; J. Martin, Captain A. Rattary; Gen. Burnside, Captain W. Rolls; Geo. E. Brockway, Captain Thos. Senter; Kate Moffat, Captain C. Hughes; Kate Williams, Captain Joe Walterman; G. H. Parker, Captain W. Littleton; W. B. Castle, Captain W. Eames; Zouave, Captain M. Rathbun; Constitution, Captain Harry Bell; Winslow, Captain T. Hackett; W. A. Moore, Captain Granger; Prindiville, Captain R. Ballantine; T. F. Parks, Captain J. Shackett; Quayle, Captain M. McGregor; J. P. Clark, Captain D. Meisel; Aeriel, Captain H. Poole; Samson, Captain S. C. Keeler; Hector, Captain Geo. King.

April charters were: Lumber, Bay City to Chicago, $3.75; wheat, Chicago to Buffalo, 11c.; corn, 9c.

We find the following quick passages as having been performed during the navigation of 1868:

Propeller Edith, round trip between Detroit and Alabaster, a cargo each way, in four days.

Propeller Winslow, round trip between Buffalo and Chicago in eleven days.

Schooner D. O. Dickenson, Buffalo to Detroit in eighteen hours, without the aid of a tug.

Schooner Atlanta, Buffalo to Detroit in nineteen hours; no tug.

Schooner D. R. Martin sailed a distance of seventy-five miles on Lake Michigan, Waugoschance to Elk Rapids, in five and a half hours.

Schooner Ben Flint, round trip between Manistee and Chicago in four days.

Schooner Toledo, Manistee to Milwaukee in sixty-one hours.

Steamer George L. Dunlap, from Fort Edward to Escanaba; distance, one hundred and twenty-five miles, in seven hours and twenty-five minutes.

Steamer Jay Cooke, eighteen miles in one hour on the Detroit river.

Schooner Cuba, round trip between Green Bay and Chicago in six days; cargo each way.

Schooner C. H. Walker arrived at Milwaukee, discharged 513 tons of coal, took on a cargo of wheat, and sailed again in forty-eight hours.

Schooner Dan Hays, Chicago to Manistee and return in eighty-four hours; cargo each way.

Bark Alice Richards, Michigan City to Escanaba, thence to Manitowoc with 550 tons of ore, inside of four days.

Schooner Transit, four trips from Manitowoc, one to Chicago and three to Racine, in nineteen days.

Schooner Robert Emmet, round trip between Buffalo and Cleveland in three days and five minutes.

Schooner Josephine, round trip between Tonawanda and Toledo, returning with 18,000 cubic feet of timber in four days nineteen hours.

Bark Emma L. Coyne, round trip between Erie and Escanaba in eleven days; cargo of ore.

Schooner Three Bells, round trip between Chicago and Menominee in four days, eight hours.

Bark Sunnyside, from Chicago to Buffalo in four days.

Bark Erastus Corning, from Chicago to Buffalo in three days, twenty-one hours.

Bark Newsboy, round trip between Buffalo and Milwaukee in fourteen days.

Bark Sonora, round trip between Menominee and Milwaukee in three and one-half days.

Bark H. Bissell, from Chicago to Buffalo, thence to Detroit in eight days.

Schooner Gem, Racine to Buffalo, thence to Detroit in eight days.

Schooner Souvenir, round trip between Pentwater and Chicago in fifty-three hours.

Schooner J. R. Bentley, round trip between Milwaukee and Buffalo in fourteen days.

Bark Newsboy, from Milwaukee to Buffalo, thence to Detroit in seven days; delayed in river eight hours.

Propeller Edith, from Detroit to Alabaster and return in three days; distance four hundred miles.

Schooner Ætna, round trip between Buffalo and Chicago in thirteen days.

Schooner Maumee Valley, from Buffalo to Turtle island in nineteen hours.

Bark Newsboy made five trips between Buffalo and Milwaukee; two up and three down, in September.

Schooner Preble, round trip between Detroit and Buffalo in eight days.

Schooner Sam Flint, from Milwaukee to Detroit in sixty hours.

Schooner Volunteer, round trip between Toledo and Buffalo in three and one-half days.

Schooner Atlanta, from Chicago to Cleveland in ninety-six hours.

Schooner Wm. Grandy, round trip between Buffalo and Chicago in twelve days.

Bark Cream City, in November, from Buffalo to Milwaukee in six days.

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A fine farm on the banks of St. Clair river 8 miles from Port Huron and 4 from St. Clair, is offered at a bargain—74 acres for $7,000; there are 65 acres under cultivation and balance woodland, and all under fence; the soil is clay loam, situated on a bluff and in rock salt belt of Michigan. This farm should fine a purchaser very soon; the buildings are good and commodious, consisting of a frame house, two stories, with large rooms and in fair condition; horse barn, grain barn and granary; watered by St. Clair river. Terms of sale, $3,000 or more down, and balance at 7 per cent.

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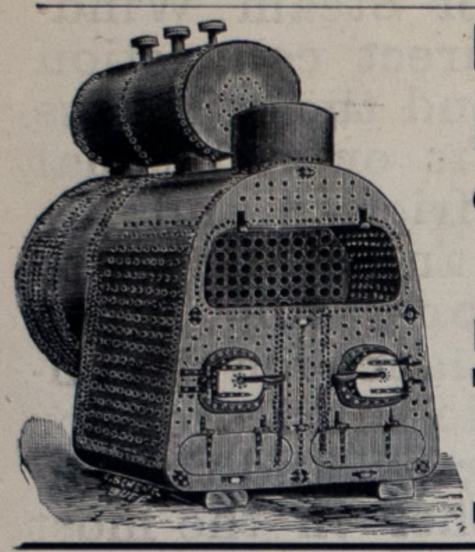

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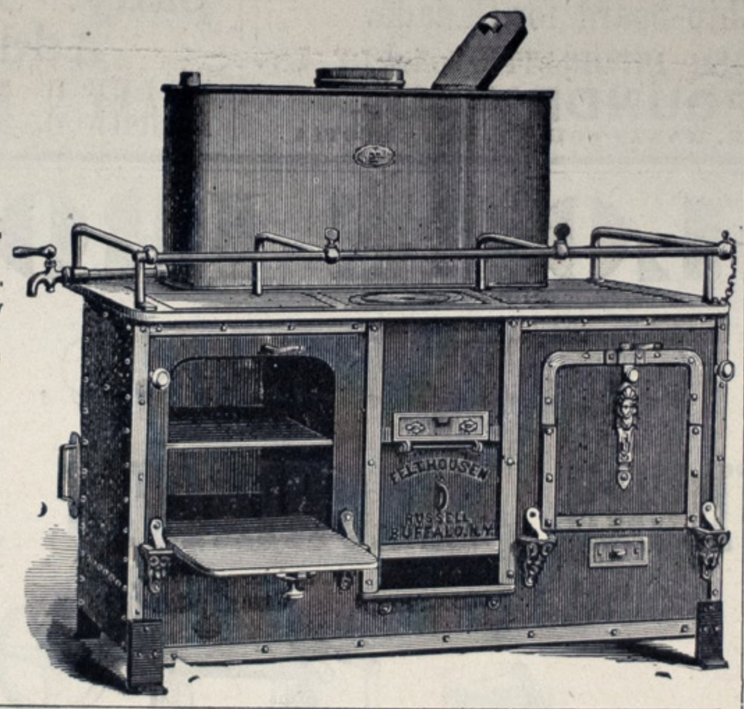

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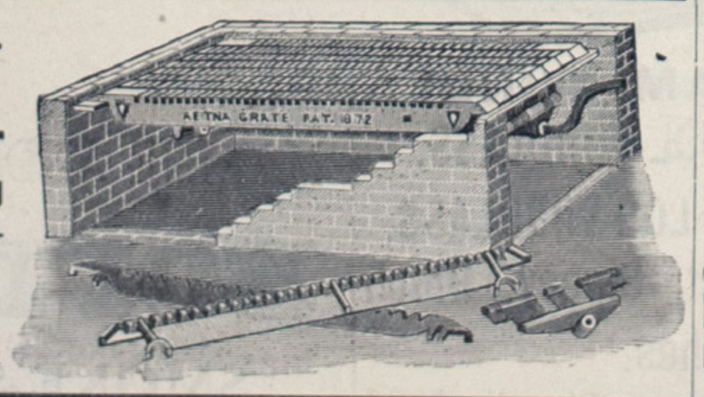

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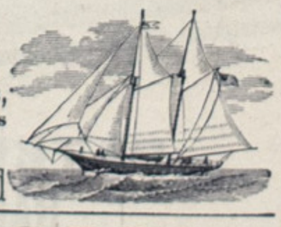

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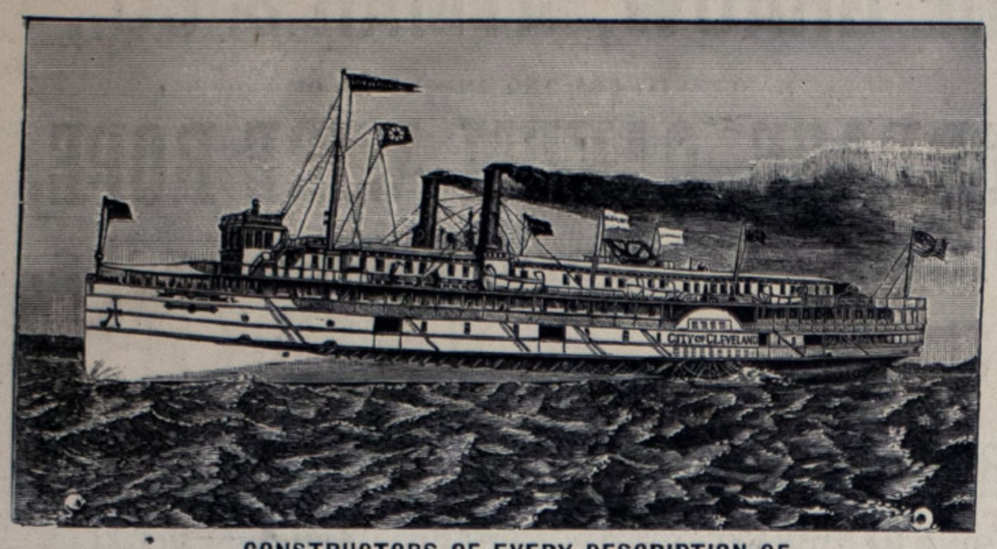

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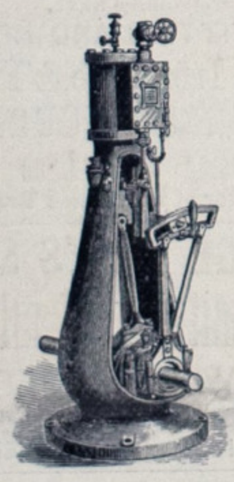

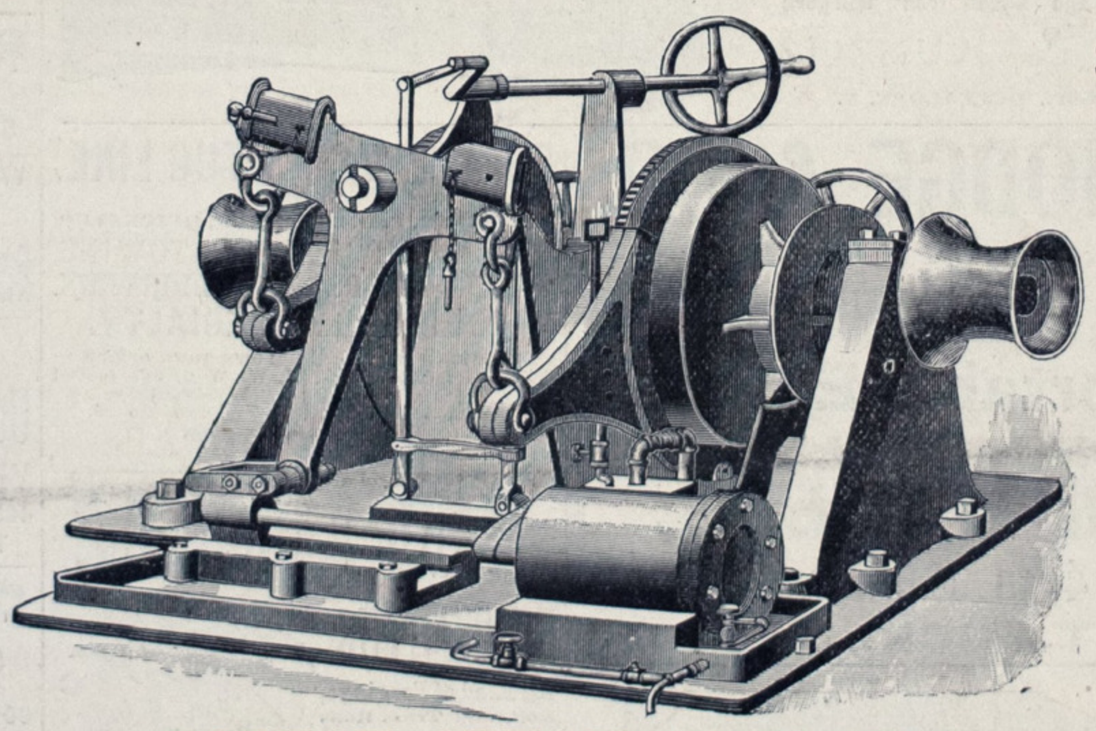

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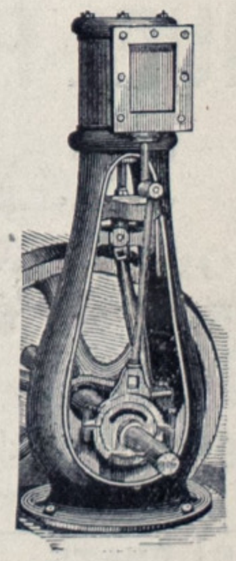

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